



Marine Management Organisation

South Marine Plan Draft for consultation November 2016



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If referencing this document, please cite it as: [Marine Management Organisation (2016) South Marine Plan– draft for consultation]

Supporting publications are available from www.gov.uk/mmo

South Marine Plan – draft for consultation

Please note:

This document has been produced in collaboration with government departments and stakeholders. It takes into account statutory and policy requirements and the content reflects this, for example it includes information on how to apply and implement plan policies. It is a consultation draft and will be reviewed and amended following full public consultation. Policies and narrative relating to the delivery of EU related legislation within the document will also be reviewed as part of the overall consultation process and any revisions to the draft plan following the consultation. Comments are sought on the value of any such policies and narrative included within the draft plan.

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1. Background and introduction

1.1 The South Marine Plan

1. The [Marine and Coastal Access Act](#) (Section 51(1)) requires a marine plan for each marine plan area, including for the south inshore and offshore areas. The south inshore and offshore marine plan areas share various features and activities, many reliant on both areas, so a single document has been produced. For the purpose of this document the two plans will be collectively referred to as the 'South Marine Plan'. It is acknowledged that they remain two separate plans as required in the Marine Coastal Access Act – the South Inshore Marine Plan and the South Offshore Marine Plan. The plan is supported by a separate Technical Annex which includes more detail for example on the context for policies and how they will be implemented.¹
2. The South Marine Plan enables sustainable economic growth, whilst respecting local communities and protecting the marine environment. Policies are presented within an economic, social and environmental framework, helping to deliver the high level marine objectives set out in the [Marine Policy Statement²](#) and sustainable development³ of the marine area. This is consistent with the [UK Sustainable Development Strategy⁴](#)
3. The plan is an enabling and empowering tool, providing greater certainty about where activities could best take place and assisting users in determining preferred locations. Specifically, the South Marine Plan:
 - enables efficient use of space, highlighting the need and opportunities for co-existence in areas with a high concentration of activities
 - clarifies where co-existence is not appropriate, and where activities should be avoided
 - enables dialogue and negotiation where co-existence is an option, so impacts can be mitigated or minimised. In some cases where impacts cannot be minimised but where proposals will bring other benefits, the plan enables these to be taken into account in the decision making process
 - gives greater certainty around existing activity by providing real time data through the [Marine Information System](#)
 - provides appropriate safeguarding for areas of future resource potential where evidence allows
 - allows flexibility where evidence is limited so developers and decision makers are able to apply their knowledge and experience
 - supports the development of proposals by:
 - setting out requirements that apply irrespective of specific location, including 'how' an activity or development is undertaken
 - identifying factors within plan objectives which will improve chances of success within the decision making process, for example encouraging proposals to sustain local jobs, draw on the local skills base and promote diversification

¹ South Marine Plan Technical Annex

² HM Government, [Marine Policy Statement](#) (2011), 2.1

³ As defined in [United Kingdom Sustainable Development Strategy](#)

⁴ South Marine Plan Technical Annex box 6

- providing context for when ‘imperative reasons of overriding public interest’ are being considered,⁵ such as the need for nationally significant infrastructure
 - increases awareness of which other relevant legislation, policy, regulations, existing measures and available guidance should or must be taken into consideration
 - reiterates the importance of other relevant project-level regulation and assessment within the decision making process
4. The plan document provides essential background information in section 1, the core content on vision, objectives and plan policies in section 2, and guidance for those using and implementing the plan in section 3.

1.2 The south inshore and offshore marine plan areas

5. The south inshore marine plan area stretches from Folkestone to the river Dart. It includes:
- the area from the mean high water to 12nm
 - any area submerged at mean high water spring tide
 - the waters of any estuary, river or channel, so far as the tide flows at mean high water spring tide
 - waters in any area which is closed (permanently or intermittently) by a lock or other artificial means against the regular action of the tide, but into and from which seawater is caused or permitted to flow (continuously or from time to time)
6. The south offshore marine plan area includes the area from 12nm to the maritime borders with France and the Channel Islands. Each plan area totals approximately 10,000sq km.
7. The south marine plan areas are home to the ports of Southampton and Portsmouth, contain one of the busiest shipping channels in the world, support significant fishing and aquaculture activity and have a strong association with the defence of Britain. Tourism and recreation are important, particularly boating activity. These sectors are supported by a large number of marinas and blue flag beaches.
8. Within the plan areas there are nine UNESCO world heritage sites, including the Jurassic coast. The south marine plan areas contain rich and diverse coastlines with over 60 marine protected areas and iconic landscapes such as the chalk cliffs at Beachy Head, grey cliffs of Portland stone and the fossil rich cliffs of the Dorset. Other prominent landmarks such as The Needles (Isle of Wight) and lighthouses at Anvil Point and Portland Bill have been used for generations as navigational marks for commercial and recreational vessels and contribute to a sense of place.
9. For more information see the [South Plans Analytical Report](#).

⁵ Further information on imperative reasons of overriding public interest can be found at <http://www.defra.gov.uk/consult/2012/08/07/habitats-directive-iropi/>

1.3 Policy context

10. Marine plans are prepared under the policy framework provided by the [Marine Policy Statement](#), and together these underpin the marine planning system for England. The Marine Policy Statement builds on the shared UK wide [high level marine objectives](#) and provides an overview of relevant national policy, including the [National Planning Policy Framework](#) and associated [National Policy Statements](#).
11. The South Marine Plan conforms with the [Marine and Coastal Access Act \(2009\)](#) and [Marine Policy Statement](#) requirements and where relevant takes account of informal guidance in the [Department for Environment, Food and Rural Affairs' marine planning description document](#) (including setting out a vision, plan objectives and plan policies).
12. The plan also takes account of the duty to co-operate with public authorities in the preparation of relevant plans (under the [Planning and Compulsory Purchase Act 2004 S33A](#), as amended by the [Localism Act 2011](#)). The duty to co-operate requires local authorities and other public bodies⁶ to engage constructively, actively and on an ongoing basis.⁷ That duty applies to the marine plans, their implementation and any subsequent revisions. These requirements, together with the options for communities to formulate their own neighbourhood plans, bring new opportunities for an integrated planning system for land and sea.
13. The South Marine Plan has been prepared in accordance with, and gives consideration to, the EU [Maritime Spatial Planning Directive](#) (2014/89/EU) which supports the [Integrated Maritime Policy for the European Union](#). The directive introduces a framework for maritime spatial planning and promotes sustainable development of marine areas and resources. It also sets out minimum requirements, which have been addressed in the South Marine Plan.
14. As a result of the above and other requirements, the South Marine Plan:
 - provides a strategic approach to decision-making, considering future use and providing a clear approach to managing resources, activities and interactions within the south marine plan areas
 - reduces net regulatory burden, providing developers with greater clarity on where to invest. Encouraging early dialogue between public authorities and plan users, the South Marine Plan enables projects to move more quickly from concept to consent, reducing the number of inappropriate or unfeasible proposals, saving time and resources
 - applies and clarifies national policy and existing measures, taking account of the issues, opportunities, characteristics and busyness of the south marine plan areas - marine plans do not establish new requirements
 - addresses potential cumulative effects or impacts⁸ from the many and increasing pressures, complementing current measures where possible

⁶ Prescribed [bodies are currently set out in Regulation 4 of the Town & Country Planning \(Local Planning\) \(England\) Regulations 2012 \(SI 2012/767\)](#).

⁷ [A Plain English Guide to the Localism Act](#)

⁸ South Marine Plan Technical Annex box 7

- takes all reasonable steps to ensure compatibility with any related relevant development plans⁹ (or their equivalent), and having regard to other plans¹⁰, and is in line with the principles of Integrated Coastal Zone Management, addressing the importance of land-sea interactions
- takes an ecosystem approach and reflects the benefit of clean and healthy seas and ecosystem goods and services
- will contribute to delivery of the EU [Marine Strategy Framework Directive](#) (2008/56/EC)¹¹
- is based on a sound evidence base as far as possible, is informed by consultation with stakeholders, and makes use of available data and existing management measures where appropriate

1.4 Overview of plan development and supporting documents

15. The preparation of the South Marine Plan has included a number of stages¹² all of which have been supported by ongoing formal and informal public consultation and engagement. Involvement of stakeholders has been central to the development of these plans and details of engagement activities and approach are set out in the [Statement of Public Participation](#). Evidence and analysis reports produced during the different planning stages provide more detail and technical information¹³.

16. Assessments undertaken as part of the South Marine Plan's preparation are the:

- **[Sustainability Appraisal](#)** (as required by [Marine and Coastal Access Act](#) (Section 6 (10)), incorporating the requirements of the [Strategic Environmental Assessment Directive](#)) - appraises the social, economic and environmental impacts of the South Marine Plan and ensures sustainable development is at the heart of the plan making process
- **[Habitats Regulations Assessment](#)** –fulfils the requirements of the Habitats Directive and associated UK regulations
- **Analysis of Business Impact**¹⁴ - assesses potential regulatory effects in line with government policy and the Better Regulation agenda. Evaluates likely costs and benefits of the plan and their long term impact on the public, private or third sector, the environment and wider society. Impacts are considered against a baseline which uses a 20 year prediction where no marine plans are developed - a 'business as usual' scenario

17. The South Marine Plan is supported by a number of statutory and non-statutory documents (see table 1) which set out the marine plan policies, how they should

⁹ HM Government [Marine and Coastal Access Act](#) (2009) Sc 6 3(2)

¹⁰ Technical annex appendix 2

¹¹ The technical annex sets out how the detail of MSFD requirements and how the plan does this including table 4 and objective 11. The UK Marine Strategy sets out the UK's overall approach to managing the marine environment

¹² All the relevant documents associated with the stages can be accessed at:

<https://www.gov.uk/topic/planning-development/marine-planning>

¹³ For further detail on the evidence base and analysis used to underpin the development of the plan see the technical annex, and access the [marine planning evidence base](#):

<http://mis.marinemanagement.org.uk/marine-planning-evidence-base>

¹⁴ Hyperlink to add when published

be implemented and who contributes to their implementation¹⁵. There is also a separate monitoring plan which includes indicators that will be used to measure the effectiveness of the policies, and review process.

Table 1: Statutory and non-statutory documents in support of the South Marine Plan

Statutory	Non-Statutory
South Marine Plan (this document)	Analysis of Business Impact
The South Marine Plan Technical Annex	Monitoring Plan
Statement of Public Participation	
Sustainability Appraisal	
Habitats Regulations Assessment	

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¹⁵ See in particular sections on ‘Who is this of interest to?’ under each objective and ‘How will this be implemented?’ under each policy in the technical annex

2 Vision, objectives and policies

2.1 Vision

“Beautiful, busy and beneficial for all”

The south marine plan areas are distinctive for their dynamic and rapidly changing nature, both in terms of natural and man-made influences and activities. The natural beauty and busyness stand out as qualities that make the south distinctive from other areas. Sustainable economic growth, enhanced protection of the natural and historic environment and improvements in health and wellbeing are beneficial to those who live, work and visit the south coast. By 2036, the areas’ iconic unique qualities, characteristics and culture will be conserved, and where needed enhanced, through the clear and balanced use of its marine space.

18. The vision for the south marine plan areas in 2036, takes account of the approach to drafting plans, national policy, the evidence base and extensive consultation. For more detail on how the south marine plan areas will look as a result of the vision, see the technical annex.

2.2 Objectives

19. The vision for the South Marine Plan will be achieved through its objectives (table 2). The objectives take into account the [South Plan Analytical Report](#), consultation with government, local authorities and other stakeholders and local and national planning documents.
20. The objectives are cross cutting rather than specific to individual topics and sectors. The running order of the objectives is not a reflection of priorities. Economic, social and environmental objectives must be considered alongside one another. Objectives should be delivered in an integrated way, though not every objective will apply to every situation and in every location.
21. For detail on the objectives, including what each objective covers, why it is needed, who it may interest and how they contribute to delivery of the high level marine objectives please refer to the technical annex. The text also includes 'signposting' to existing legislation, guidance and best practice which may aid implementation of plan objectives through informing decision making and the development of proposals.

2.3 Policies

22. The south marine plan policies support the delivery of the objectives addressing issues and encouraging sustainable development within the plan areas. Where an objective cannot be achieved through existing legislation, new plan policies have been drafted. The policies also clarify existing requirements or make them relevant to the plan areas.

23. The policies cover a wide range of topics including activities and uses, economic, social and environmental considerations, and cross-cutting issues such as the join up between decision-making on land and at sea and opportunities for co-existence. Each of the 53 policies sits within an objective and has a unique reference code, for example S-BIO-1. Policies which are closely related are presented alongside each other in the technical annex, with shared supporting text, for example S-ACC-1 and S-ACC-2. Policy aims are provided to make clear how they guide decisions, and help achieve the relevant objectives. Most policies are relevant, even if indirectly, to a number of objectives; where that is the case, this is highlighted in the technical annex.
24. Some policies apply across the whole of the plan areas, others just to the inshore or offshore plan area, and some apply to defined areas. Plan policies and relevant supporting information have been expressed spatially where possible. See maps in the technical annex and on the [Marine Information System](#) and associated text on checking the latest data and information.
25. For more detail on what each policy covers, why it is important, where and how the policy will be implemented, refer to the technical annex and the [Marine Information System](#).

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Table 2: Objectives and policies of the South Marine Plan

The page number in the South Marine Plan Technical Annex where the policy is described in full is listed under 'Detail'

Policy	Policy aim	Detail	
Objective 1: To promote effective use of space to support existing, and facilitate future sustainable economic activity through the encouragement of co-existence, mitigation of conflicts and minimisation of development footprints.			
S-CO-1	Proposals will minimise their use of space and consider opportunities for co-existence with other activities	Space within the south marine plan areas is limited and required to realise social, environmental and economic benefits. S-CO-1 enables proposals to be spatially planned and make appropriate use of available space by minimising footprints. Those activities that can co-exist, should do so.	P 23
S-DEF-1	Proposals in or affecting Ministry of Defence Danger and Exercise Areas should only be authorised with agreement from the Ministry of Defence	There are a high number of defence activities and estates in the south marine plan areas. Marine infrastructure can affect their continuity or future use. S-DEF-1 will avoid conflict between defence activities and new proposals within the plan areas. It will ensure that defence interests are not impeded.	P 25
S-OG-1	Proposals in areas where a licence for oil and gas has been granted or formally applied for should not be authorised unless it is demonstrated that the other development or activity is compatible with the oil and gas activity.	The potential to extract oil and gas from the south marine plan areas is important to the UK's energy supply as well as supporting economic recovery for this industry. S-OG-1 enables oil and gas licence blocks to be safeguarded and potential conflict for the same space to be managed. S-OG-1 encourages engagement, negotiation and co-location where possible.	P 28
S-TIDE-1	Proposals in areas under seabed agreement for tidal energy generation (see figure 5 in the technical annex) should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.	Areas for tidal energy development are limited by the natural features needed to create tidal currents sufficient to drive tidal stream devices. S-TIDE-1 provides protection to areas identified for tidal energy developments from other activities that could affect the sites ability to generate energy. It enables safe, profitable and efficient marine businesses.	P 31
S-PS-1	Proposals that may have a significant impact upon current activity and future opportunity for expansion of port and harbour activities should demonstrate that they will, in order of	Ports and harbours are essential to realise economic and social benefits for the south marine plan area and the UK. S-PS-1 ensures proposals do not restrict current port and harbour activity or future growth, enabling long-term strategic decisions, and supporting competitive and efficient port	P 36

Policy		Policy aim	Detail
	preference: a) avoid, b) minimise, c) mitigate significant adverse impacts, d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.	and shipping operations.	
S-AGG-1	Proposals in areas where a licence for extraction of aggregates has been granted or formally applied for should not be authorised, unless it is demonstrated that the other development or activity is compatible with aggregate extraction.	The south marine plan area produces 7Mt of aggregates annually; 42% of the marine aggregates extracted in English waters. S-AGG-1 safeguards aggregate licence areas from other activities, unless it is demonstrated that the other activities are compatible with aggregate extraction. This enables continuity of supply of construction aggregate and supports local and national economies.	P 39
S-AGG-2	Proposals within an area subject to an Exploration and Option Agreement with The Crown Estate should not be supported unless it is demonstrated that the other development or activity is compatible with aggregate extraction.	S-AGG-2 safeguards aggregate exploration and option agreement areas to enable the aggregate industry to identify commercially viable aggregate resource in the south marine plan areas. Proposals will only be supported if they are compatible with aggregate extraction.	P 39
S-AGG-3	Proposals in areas where high potential aggregate resource occurs should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts on aggregate extraction, d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.	S-AGG-3 ensures that proposals consider areas of high potential aggregate resource, as defined by the British Geological Survey. It ensures that any impacts on access to commercially viable marine sand and gravel resources in the future are managed, enabling secure access to sufficient supply of aggregate resources.	P 39
S-DD-1	Proposals within or adjacent to licenced dredging and disposal areas should demonstrate that they will, in order of preference; a) avoid, b) minimise, c) mitigate significant adverse impacts on licenced dredging and disposal areas, d) if it is not possible to mitigate significant adverse	There are a substantial number of existing maintenance dredging and disposal sites within the south marine plan areas. Dredging activities support the socio-economic benefits of port developments from direct and indirect job creation. S-DD-1 enables identification of dredging and disposal areas, clarifies requirements and encourages early consideration of impacts. This avoids issues or conflicts arising during the application process, supporting profitable, efficient marine business.	P 44

Policy		Policy aim	Detail
	impacts, proposals should state the case for proceeding.		
S-AQ-1	<p>Proposals for aquaculture in identified areas of potential aquaculture production will be supported.</p> <p>Proposals in existing or within potential aquaculture production areas must demonstrate consideration of and compatibility with aquaculture production.</p> <p>Where compatibility is not possible, proposals must demonstrate that they will, in order of preference: a) avoid, b) minimise c) mitigate significant adverse impacts on aquaculture, d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding.</p>	Aquaculture is an important industry in the south inshore marine plan area, with the potential to increase supply, contributing to food security in the UK. S-AQ-1 enables the continuation of existing production and sustainable expansion of aquaculture to maximise opportunities. S-AQ-1 highlights current and potential sites for future expansion, where other industries are required to demonstrate their compatibility with aquaculture.	P 47
Objective 2: To manage existing, and facilitate the provision of new, infrastructure supporting marine and terrestrial activity.			
S-INF-1	Land based infrastructure which facilitates marine activity (and vice versa) should be supported.	Many marine activities in the south marine plan areas are reliant on land based infrastructure and vice versa Supporting infrastructure development will provide economic and social benefits and promote marine business. S-INF-1 supports integration between marine and land-use plans in providing adequate infrastructure, especially where that infrastructure will predominantly support activity in the other environment. S-INF-1 enables public authorities to consider how a proposal may impact land based or marine activity and their associated infrastructure.	P 53
S-PS-2	Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance must not be authorised within International Maritime Organization routing systems unless there are exceptional circumstances.	Within the south marine plan areas there are International Maritime Organization routing systems which are essential for shipping activity, freedom of navigation and navigational safety. S-PS-2 confirms that proposals that compromise these important navigation routes should not be authorised. S-PS-2 enables and promotes safe, profitable and efficient marine businesses.	P 54

Policy		Policy aim	Detail
S-PS-3	Proposals that require static sea surface infrastructure or that significantly reduce under-keel clearance which encroaches upon high density navigation routes, or that pose a risk to the viability of passenger services, must not be authorised unless there are exceptional circumstances.	The south marine plan areas are very busy with respect to high density navigation routes and passenger services. S-PS-3 confirms that proposals that pose a risk to safe navigation or the viability of these routes and services should not be authorised, S-PS-3 aims to protect these routes and services by enabling and promoting safe, profitable and efficient marine businesses.	P 55
S-CAB-1	Preference should be given to proposals for cable installation where the method of installation is burial. Where burial is not achievable, decisions should take account of protection measures for the cable that may be proposed by the applicant.	Submarine cabling is important to the growth and sustainability of telecommunications, offshore wind farms and electricity transmission. S-CAB-1 supports and encourages cable burial where possible to meet the needs of the sector whilst enabling the maximum potential opportunity for other uses of the busy south marine plan areas. S-CAB-1 supports infrastructure that promotes marine businesses.	P 57
S-CAB-2	Proposals that have a significant adverse impact on new and existing landfall sites for subsea cables (telecoms, power and interconnectors) should demonstrate that they will, in order of preference: a) avoid b) minimise, c) mitigate significant adverse impacts, d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding	UK subsea cables need protection to ensure the safety and security of the energy supply and telecoms networks. Landfall sites for subsea cables are not currently protected from other uses, which may prevent these sites being used. S-CAB-2 supports the need to avoid displacement of this economically and socially vital activity enabling business to be profitable and efficient.	P 58
S-AQ-2	Proposals that enable the provision of infrastructure for sustainable fisheries and aquaculture and related industries will be supported.	Fisheries and aquaculture are important particularly to coastal communities in the south marine plan areas. S-AQ-2 ensures support is given to proposals that provide supporting infrastructure either at sea or on land for fisheries and aquaculture to promote safe, profitable and efficient marine businesses. This encourages supporting infrastructure for these industries, enabling their benefits to be realised.	P 63
Objective 3: To support diversification of activities which improve socio-economic conditions in coastal communities.			
S-REN-1	Proposals that support the development of supply chains associated with the deployment of renewable energy will be supported.	Supply chains play an important role in progressing technology, driving down associated costs of infrastructure and realising the economic and social benefits of renewable energy to the UK economy. S-REN-1	P 67

Policy		Policy aim	Detail
		recognises the importance of the supply chain within the lifecycle of renewable energy projects. S-REN-1 enables public authorities to support proposals that will reduce costs, ensuring that businesses are operating competitively and with a long term strategy.	
S-AGG-4	Where proposals require aggregates as part of their construction, preference should be given to using marine aggregates sourced from the South Marine Plan areas. If this is not appropriate, proposals should state why.	S-AGG-4 promotes the use of locally sourced marine aggregate. This will enable social, economic and environmental benefits to the south marine plan areas, encourage sustainable use of marine aggregates and support diversification.	P 68
S-FISH-1	Proposals that support the diversification of a sustainable fishing industry and or enhance fishing industry resilience to the effects of climate change should be supported.	Climate change can impact commercial fisheries by altering fish abundance, growth, distribution, or behaviour. S-FISH-1 supports long-term strategic proposals that enable the fishing industry to diversify or build in resilience to manage climate change risks and maximise opportunities for sustainable use of marine resources.	P 69
S-TR-1	Proposals supporting, promoting or facilitating tourism and recreation activities, particularly where this creates additional utilisation of related facilities beyond typical usage patterns, should be supported.	S-TR-1 supports tourism and recreation which are important and established sectors within the south marine plan areas. S-TR-1 enables diversification to provide a greater range of opportunities for employment, improve resilience to times of economic uncertainty and help reduce adverse impacts on natural and historic heritage and peoples' experience of them.	P 71
Objective 4: To support marine activities that increase or enhance employment opportunities at all skills levels among the workforce of coastal communities, particularly where they support existing or developing industries within the south marine plan areas.			
S-EMP-1	Proposals that develop skills related to marine activities, particularly in line with local skills strategies, will be supported.	There is a drive from government to bring supply and demand in the skills and labour market closer together. S-EMP-1 supports proposals that enhance or create marine related skills opportunities to enable maximum sustainable activity, prosperity and opportunities for all.	P 74
S-EMP-2	Proposals resulting in a net increase to marine related employment will be supported, particularly where they are in line with the skills available in and adjacent to the south marine plan areas.	The south marine plan areas have employment structures with significant variation within and between local authority areas. S-EMP-2 encourages public authorities to consider the employment benefits of a proposal and how the required skills equate to those of the plan area. It enables maximum sustainable activity, prosperity and opportunities for all, now and in the future.	P 77

Policy	Policy aim	Detail
Objective 5: To avoid, minimise, mitigate displacement of marine activities, particularly where of importance to adjacent coastal communities, and where this is not practical to ensure significant adverse impacts on social benefits are avoided.		
S-SOC-1	Proposals must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts which result in the displacement of other existing or authorised (but yet to be implemented) activities that generate social benefits.	Large numbers of people gain social benefits from the south marine plan areas. Displacement of activities which produce social benefits, particularly ones that are important to coastal communities, is a concern, especially as the south marine plan areas are increasingly busy. S-SOC-1 requires proposals to manage impacts on activities which bring social benefits.
S-TR-2	Proposals for development must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts on tourism and recreation activities.	Tourism and recreation are growth industries in the south marine plan areas. S-TR-2 ensures that any new development does not have an adverse impact on tourism and recreation activities. S-TR-2 enables the south marine plan area to continue to benefit from the significant contributions to the economy, and health and wellbeing benefits to people that tourism and recreation bring.
S-FISH-2	Proposals that may have significant adverse impacts on access to, or within, sustainable fishing or aquaculture sites must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts, d) if it is not possible to mitigate the significant adverse impacts, proposals should state the case for proceeding.	Sustainable fishing and aquaculture industries provide benefits to coastal communities and contribute to UK food security. These activities are restricted in where they can operate, making them vulnerable to loss of access caused by surrounding sea use. S-FISH-2 limits impacts of other marine activities on fishing and aquaculture access, enabling maximum marine resource use and generating prosperous resilient and cohesive coastal communities.
S-FISH-3	Proposals that enhance access to, or within sustainable fishing or aquaculture sites should be supported.	Through co-existence and co-location of facilities, S-FISH-3 enables support for sustainable fishing and aquaculture by supporting proposals that enhance access to sites.
Objective 6: To maintain and enhance public access to, and within, the south marine plan areas appropriate to its setting and in a way that is equitable to users.		
S-ACC-1	Proposals, including in relation to tourism and recreation, should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts on public access	Provision for marine access is essential to enabling the economic and social benefits that will come from the growth of tourism and recreation in the south marine plan areas. S-ACC-1 requires proposals to manage impacts on public access to the marine area and contributes to the health and wellbeing of communities.

Policy		Policy aim	Detail
S-ACC-2	Proposals demonstrating enhanced public access to and within the marine area will be supported.	S-ACC-2 ensures that support will be given to proposals which enhance public access to the marine area, such as physical, digital, and interpretative access and signage. Support will also be given to proposals which enhance access by removing unsuitable access arrangements enabling better access to the marine area.	P 94
<p>Objective 7: To support the reduction of the environmental, social and economic impacts of climate change, through encouraging the implementation of mitigation and adaptation measures that:</p> <ul style="list-style-type: none"> • avoid proposals' indirect contributions to climate change • reduce vulnerability • improve resilience to climate and coastal change • consider habitats that provide related ecosystem services. 			
S-CC-1	Proposals must consider their contribution to greenhouse gas emissions arising from unintended consequences on other activities. Where such consequences are likely to result in increased greenhouse gas emissions, proposals should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate unintended consequences on other activities.	The south marine plan areas are busy; as such proposals can impact on other activities, creating indirect effects on greenhouse gas emissions. S-CC-1 addresses those indirect effects. Direct emissions are managed through existing measures. S-CC-1 enables marine businesses to manage risks effectively and operate efficiently as well as acting in a way which respects environmental limits and is socially responsible.	P 99
S-CC-2	Proposals should demonstrate for the lifetime of the proposal that: 1. they are resilient to the effects of climate change 2. they will not have a significant adverse impact upon climate change adaptation measures elsewhere. In respect of 2) proposals should demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate the significant adverse impacts upon these climate change adaptation measures.	S-CC-2 ensures that proposals should not compromise existing adaptation measures, which will enable improvement of the resilience of coastal communities to coastal erosion and flood risk. S-CC-2 enables enhanced resilience of developments, activities and ecosystems within the south marine plan areas to the effects of climate change.	P 101
S-CC-3	Proposals in and adjacent to the south marine plan areas that are likely to have a significant	Large areas of the south marine plan coastline are subject to or vulnerable to change. S-CC-3 ensures proposals do not exacerbate coastal change,	P 105

Policy		Policy aim	Detail
	adverse impact on coastal change should not be supported	enabling communities to be more resilient and able to adapt better to coastal erosion and flood risk where identified.	
S-CC-4	Proposals that may have a significant adverse impact on habitats that provide a flood defence or carbon sequestration ecosystem service must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts	Habitats that provide flood defence and carbon sequestration provide natural resilience for coastal communities that are vulnerable to coastal erosion and change. S-CC-4 requires proposals to manage impacts, enabling these important habitats to continue to provide this valuable service.	P 107
Objective 8: To identify and conserve heritage assets that are significant to the historic environment of the south marine plan areas.			
S-HER-1	Proposals that may have a significant adverse impact upon heritage assets should only be supported if they demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts, d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding	The south marine plan areas have many significant cultural assets. Some have little protection despite their contribution to the character of the south marine plan areas and tourism economy. Whilst some of these are protected through existing statutory designations, others are not. S-HER-1 ensures that proposals do not have an adverse impact on marine and coastal heritage assets, regardless of their designation status. This enables the diversity of the marine environment ensuring the cultural heritage is protected.	P 112
Objective 9: To consider the seascape and its constituent marine character and visual resource and the landscape of the south marine plan areas.			
S-SCP-1	Proposals that may have a significant adverse impact upon the seascape of an area should only be supported if they demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts upon the seascape of an area, d) if it is not possible to mitigate significant adverse impacts, proposals should state the case for proceeding	Seascape is important due to the prevalence of protected landscapes, their beauty and association with tourism and recreation activities in the south marine plan areas. S-SCP-1 ensures that proposals should only be supported if they manage impacts on the seascape. S-SCP-1 adds clarity to existing national policy by identifying the visual resource and key characteristics of the south marine plan areas, enabling these policies to be better supported.	P 118
Objective 10: To support the objectives of marine protected areas and the delivery of a well managed ecologically coherent network by ensuring enhanced resilience and the capability to adapt to change.			
S-MPA-1	Proposals must take account of any adverse impacts on the objectives of marine protected	The UK is committed to forming a network of marine protected areas (MPA), creating a 'Blue Belt' of protected areas around the country. The	P 127

Policy		Policy aim	Detail
	areas and the coherence of the overall marine protected area network, with due regard given to any current agreed advice on an ecologically coherent network.	south marine plan areas will make a significant contribution to this network, through the many existing and proposed MPA sites. S-MPA-1 ensures proposals take account of adverse impacts on individual sites and the overall network, protecting important habitats, species and geological features, enabling the successful and continued management of these sites.	
S-MPA-2	Proposals that may have adverse impacts on an individual marine protected area's ability to adapt to climate change and so reducing the resilience of the marine protected area network, must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate adverse impacts.	The effects of climate change on habitats and species poses a challenge to designated marine protected area sites in the south marine plan areas. S-MPA-2 ensures proposals account for adverse impacts on individual marine protected areas' ability to adapt to climate change, improving resilience and working towards the UK commitment of having a well managed network of marine protected areas.	P 130
S-MPA-3	Where statutory advice is provided that marine protected area site condition is deteriorating due to climate change, a suitable boundary change will be supported where consistent with other policies in the plan.	Within the south marine plan areas, marine protected areas are generally small in size so are more susceptible to climate change. S-MPA-3 ensures flexibility by supporting boundary changes to improve resilience of the marine protected area network. S-MPA-3 enables adaptive management to help mitigate the loss of features within sites, and promote adaptation to climate change.	P 131
S-MPA-4	Until it becomes possible to assess the coherence of the marine protected area network, proposals should demonstrate they will not prevent the future inclusion of identified features within the network.	In enabling the delivery of the marine protected area network, it is important to ensure that possible locations for further marine protected areas, which may be needed to complete the network, remain in sufficient condition to merit designation. S-MPA-4 ensures proposals do not prevent the future inclusion of features which may be required to enhance network coherence. The focus of S-MPA-1 is on Features of Conservation Importance, priority habitats and species, and Annex 1 habitats, which are part of the MPA network..	P 132
Objective 11: Activities within and adjacent to the south marine plan areas must contribute to the achievement or maintenance of Good Environmental Status under the Marine Strategy Framework Directive (and Good Ecological Status under Water Framework Directive) with respect to descriptors on marine litter, non-indigenous species and underwater noise, particularly where current measures need to be reconsidered or enhanced and where new measures are under development.			
S-NIS-1	Proposals must put in place appropriate	As the south marine plan areas are so close to the continent and have	P 139

Policy		Policy aim	Detail
	measures to avoid or minimise significant adverse impacts on the marine area that would arise through the introduction and transport of non-indigenous species, particularly when: 1) moving equipment, boats or livestock (for example fish and shellfish) from one water body to another 2) introducing structures suitable for settlement of non-indigenous species, or the spread of invasive non-indigenous species known to exist in the area.	one of the busiest shipping channels in the world, there is a high risk of introducing or spreading invasive non-native species. S-NIS-1 aims to avoid or minimise damage to the marine area from the introduction or transport of invasive non-native species, focusing on two pathways of particular relevance for the south marine plan areas. This will enable support for viable populations of flora and fauna.	
S-ML-1	Public authorities should ensure adequate provision for and removal of beach and marine litter on amenity beaches.	Litter at sea often originates on land. Increase in development, recreation and tourism in the south marine plan areas may result in increased litter, and an adverse impact on the environment on which these activities rely. Addressing marine litter along the coastline is important for tackling this problem. S-ML-1 aims to reduce litter at amenity beaches in the south inshore marine plan area.	P 141
S-ML-2	The introduction of litter as a result of proposals should be avoided or minimised where practicable and activities that help reduce marine litter will be supported.	The natural landscapes, wildlife and recreational opportunities on offer in the south marine plan areas attract visitors to the area. More visitors and increases in coastal development are likely to increase litter. S-ML-2 ensures proposals avoid or minimise introducing litter to the marine area, and encourages voluntary action to protect the marine environment and the services it provides for people.	P 141
S-UWN-1	Proposals generating impulsive sound, must contribute data to the UK Marine Noise Registry as per any currently agreed requirements. Public authorities must take account of any currently agreed targets under the UK Marine Strategy part one descriptor 11.	Impulsive sounds can have adverse impacts on marine life and human enjoyment of marine areas. S-UWN-1 supports the newly established noise registry to record, assess, and manage the distribution and timing of impulsive sounds sources. S-UWN-1 encourages data collection to determine current baselines and levels of impulsive sound in the marine environment enabling effective marine management and protection of biodiversity or viable populations of species.	P 143
S-UWN-2	Proposals that generate impulsive sound	Underwater noise levels have increased with marine space use. Noise	P 143

Policy		Policy aim	Detail
	and/or ambient noise must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant adverse impacts on highly mobile species, d) if it is not possible to mitigate significant adverse impacts, proposals must state the case for proceeding.	can impact on highly mobile species, including causing chronic stress and death at higher intensities. S-UWN-2 supports management of underwater noise requiring proposals to take appropriate noise reduction actions. S-UWN-2 enables clear and proportionate regulation to ensure marine activity respects environmental limits, protects biodiversity.	
Objective 12: To safeguard space for, and improve the quality of, the natural marine environment, including to enable continued provision of ecosystem goods and services, particularly in relation to coastal and seabed habitats, fisheries, estuarine and coastal water quality and cumulative impacts on highly mobile species.			
S-BIO-1	Proposals that may have significant adverse impacts on natural habitat and species adaptation, migration and connectivity must demonstrate that they will, in order of preference: a) avoid, b) minimise c) mitigate significant adverse impacts.	Competition for space, increased levels of development and predicted effects of climate change can impact on the south marine plan areas' natural habitats and species connectivity, ability to adapt to change and migrate. S-BIO-1 requires proposals to manage impacts enabling the functioning of healthy, resilient and adaptable marine ecosystems.	P 150
S-BIO-2	Proposals that incorporate features that enhance or facilitate natural habitat and species adaptation, migration and connectivity will be supported.	S-BIO-2 supports proposals that incorporate features that enhance or facilitate natural habitat and species adaptation, migration and connectivity, enabling the environment to respond to climate change and development. This may include novel designs, and collaboration between developers and public authorities.	P 150
S-BIO-3	Proposals must take account of the space required for coastal habitats where important in their own right and/or for ecosystem functioning and provision of goods and services. Proposals must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate for net loss of coastal habitat.	In the south inshore marine plan area there is a lack of space for coastal habitats. This is due to coastal squeeze, a process where habitats have decreasing space between rigid coastal structures and rising sea level or coastal erosion. S-BIO-3 requires proposals to manage their impacts on these habitats to support the functioning of healthy, resilient and adaptable marine ecosystems.	P 160
S-BIO-4	Proposals must demonstrate that they will avoid reducing the distribution and net extent of priority habitats.	Maintaining the extent and distribution of priority and coastal habitats is important as it reduces habitat fragmentation, species isolation and supports strong, biodiverse biological communities. S-BIO-4 maintains the	P 160

Policy		Policy aim	Detail
		distribution and net extent of priority habitats throughout the south marine plan areas by ensuring proposals do not adversely impact on them.	
S-DIST-1	Proposals, including in relation to tourism and recreational activities, within and adjacent to the south marine plan areas must demonstrate that they will, in order of preference: a) avoid, b) minimise, c) mitigate significant cumulative adverse physical disturbance or displacement impacts on highly mobile species.	Cumulative disturbance and displacement from activities, including those that do not require authorisation such as tourism and recreation, has caused declines in some highly mobile species. S-DIST-1 reduces cumulative impacts by requiring proposals to manage impacts, highlighting good practice, and encouraging strategic management of unauthorised activities. S-DIST-1 enables people to appreciate the marine diversity and act responsibly to protect and recover populations of rare, vulnerable, and valued species.	P 162
S-FISH-4	Proposals must demonstrate that they will, in order of preference: a) avoid, b) minimise c) mitigate significant adverse impact on essential fish habitat, including, spawning, nursery, feeding grounds and migration routes.	Sustainable fish populations rely upon specific habitats throughout their life. S-FISH-4 recognises protection of habitats and the services they provide can enhance fish populations, supporting the long-term existence of the fisheries and contributing to Good Environmental Status. S-FISH-4 enables sustainable use of marine resources within environmental limits alongside productive fisheries by requiring proposals to manage impacts on these habitats.	P 166
S-FISH-4-HER	Proposals will consider herring spawning mitigation in the area highlighted on figure 32 (in the technical annex) during the period 01 November to the last day of February annually.	The south marine plan areas include a number of important herring spawning zones; these are located within the Southern Bight and Downs areas. S-FISH-4-HER highlights these zones and ensures proposals mitigate any potential impacts. Specific mitigation measures are provided. S-FISH-4-HER identifies areas where development is now able to take place if impacts are mitigated. This will enable sustainable development whilst protecting herring stock.	P 170
S-DD-2	Proposals must identify where use of dredge disposal sites can be minimised by pursuing re-use opportunities through matching of spoil to suitable sites.	Re-use or recycling of dredge material supports the growth of industry and increases available space within development areas in the south marine plan areas. It can also reduce the pressure on existing marine habitats with some materials being able to support beneficial re-use and ecosystem services. S-DD-2 enables the re-use or recycling of dredge material reducing the need to dispose of excavated material at marine disposal sites.	P 173
S-WQ-1	Proposals that may have significant adverse	Much of the economic and cultural prosperity of the south marine plan	P 175

Policy	Policy aim	Detail
	impacts upon habitats and species that can be of benefit to water quality must demonstrate that they will, in order of preference: a) avoid, b) minimise c) mitigate significant adverse impacts.	areas is reliant on water quality. Activities can place stress on water bodies and in parts of the south marine plan areas water quality requires improvement. S-WQ-1 seeks to manage impacts on the habitats and species which benefit water quality through the ecosystem service they provide.
S-WQ-2	Activities that can deliver an improvement to water quality should be supported wherever practical.	Habitats such as coastal saltmarsh, intertidal mudflats, seagrass, reed beds and natural blue mussel beds provide ecosystem services which maintain and can improve water quality. S-WQ-2 promotes activities that deliver an improvement in water quality including habitat restoration, bioremediation and voluntary measures.

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3. Using and implementing the South Marine Plan

26. This section provides guidance for applicants and those making a proposal, public authorities and third parties on using the plan in practice. It is the responsibility of the user to determine whether and to what extent the policies are relevant, and to apply them to a proposal in the context of their own processes and current practice.

3.1 General considerations in applying the plan

27. All public authorities are responsible for implementation of the South Marine Plan through existing regulatory and decision-making processes. There are no new mechanisms. Better Regulation principles should be adhered to when implementing the South Marine Plan.

28. The [Marine and Coastal Access Act](#) (Section 58) sets out requirements for public authority decision making in relation to the appropriate marine policy documents. As well as public authorities, applicants, third parties and advisors should consider the South Marine Plan. Proposals should conform with all relevant policies, taking account of economic, environmental and social considerations. Plan policies apply to new development, uses, management measures and other activities, and in the review of existing activities, authorisations or measures.

29. Decisions must be compliant with relevant legislation, regulations and existing policies and measures, such as for [Environmental Impact Assessment](#). The South Marine Plan policies complement rather than replace these requirements, which may have a stronger influence on decisions. For example, the designation and management of marine protected areas must be made in accordance with the relevant legislation and policy underpinning them. In such cases the policies help public authorities to understand the effect on or interaction with other interests which might then inform or alter the decision to be made.

30. The South Marine Plan addresses overarching and specific issues of the south marine plan areas. As the issues vary in impact and priority, the policy text has been written to reflect this. Public authorities and applicants should note whether a policy uses 'must/will' or 'should'. 'Must' or 'will' provides strong direction and greater certainty. 'Should' is used where greater flexibility is required, for example in relation to proportionality. This is consistent with the language used in the [Marine Policy Statement](#).

31. A number of South Marine Plan policies require proposals to demonstrate that they will a) avoid, b) minimise or c) mitigate impacts on other users or the environment. Policies with steps (a) to (c) indicate that proposals should not proceed unless criteria in (a) to (c) are met. A fourth step (d) is relevant for some policies, ie where a proposal cannot demonstrate that they will avoid, minimise or mitigate impacts, other considerations in the South Marine Plan may suggest the proposal could still proceed. Considerations might be how the application supports the South Marine Plan vision and objectives as a whole or other policies. However, proposals meeting step (d) will not receive approval by default.

3.2 How to use the plan in the application and decision making process

32. To maximise benefits, the South Marine Plan should be used throughout the development of proposals and in all stages of decision-making, in line with current and best practice. In taking a proportionate approach to applying policies, consideration should be given to the scale, complexity and impact of a proposal.
33. Further guidance structured around each stage of the application and decision making process that key users of the plan go through is provided in sections 3.4 to 3.6, including:
- pre-application discussions and consultation
 - proposal development and design
 - formal submission and determination by the public authority

3.3 Marine Information System Policy walk through

34. The [Marine Information System](#) provides an accessible online, quick reference format that enables the plan policies to be interrogated and displayed in an integrated way. Applicants and public authorities are encouraged to:
- view other known activities, interests and marine licences that may complement or conflict with a proposal in order to avoid, minimise or mitigate adverse impacts where possible, prior to the submission of an application.
 - identify appropriate parties to discuss the proposal with, for example land owners or the Ministry Of Defence
 - identify where the proposal contributes to economic, social and environmental considerations within the plan within any formal application
 - use the policy checking tool to see what plan policies may apply to the proposal and view the policy considerations text¹⁶ to identify how to meet the requirements of specific plan policies.
35. Table 3 below groups similar types of policy together and provides a suggested walk through for the MIS policy checking tool. Figures 2-5 provide a snapshot of how the [Marine Information System](#) would display this information. Data is updated daily on the system and so the images below are for reference only. Box 1 in the South Marine Plan Technical Annex provides more detailed information regarding map types.

¹⁶ More information on how to apply each policy can be found in the South Marine Plan Technical Annex.

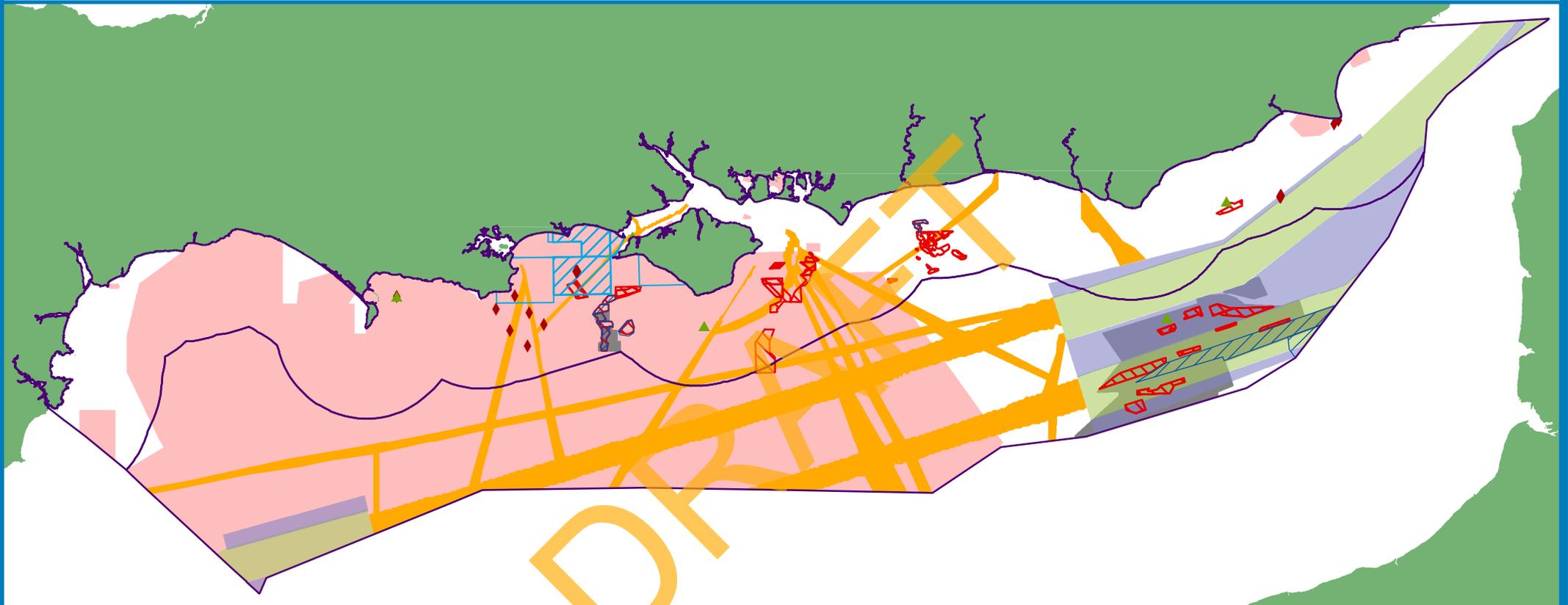
Table 3: Policy walk through.

Walk through step	Relevant policy codes
<p>Check the generic policies which are relevant to all proposals and apply across the whole of the inshore and offshore plan areas.</p> <p>These are likely to apply to you and set out considerations or points to be aware of.</p>	<p>S-ACC-1, S-ACC-2 S-BIO-1, S-BIO-2, S-BIO-3, S-BIO-4 S-CO-1 S-CC-2, S-CC-3, S-CC-4 S-MPA-1, S-MPA-4 S-ML-1, S-ML-2 S-NIS-1 S-SOC-1 S-UWN-1, S-UWN-2 S-WQ-1, S-WQ-2</p>
<p>Check definitive policies which show a clear preference for certain activities in certain locations. These provide support for the relevant activities, and preclude other activities or require them to be compatible. See figure 2.</p>	<p>S-AGG-1, S-AGG-2 S-DEF-1 S-OG-1 S-PS-2, S-PS-3</p>
<p>Check the policies which support existing use of the marine area. While these policies do not preclude other activities, they require proposals to work through a number of steps to reduce impacts on existing activities to enable co-existence and manage conflicts. Figure 3 gives an overview of how many of these policies apply to any given part of the south plan areas. Figure 4 provides more detail for the spatially defined existing use policies.</p>	<p>S-CAB-2 S-DD-1 S-DIST-1 S-FISH-2, S-FISH-4. S-FISH-4-HER S-HER-1 S-MPA-2 S-PS-1 S-SCP-1 S-TR-2</p>
<p>Check the policies which safeguard areas for future development by certain sectors. These may support your sector, or require you to work through a number of steps to prevent affecting future activity if you wish to go there. See figure 5.</p>	<p>S-AGG-3 S-AQ-1 S-TIDE-1</p>
<p>Check for policies which directly support certain sectors, promote diversification, skills enhancement or employment across all activities.</p>	<p>S-AGG-4 S-AQ-2 S-EMP-1, S-EMP-2 S-FISH-1, S-FISH-3 S-INF-1 S-REN-1 S-TR-1</p>
<p>Check for policies which promote preferred methods and approaches, including best practice and support identification of the best way to successfully deliver a proposal</p>	<p>S-CC-1 S-CAB-1 S-DD-2 S-MPA-3</p>



Figure 2: Definitive policies

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- | | | |
|------------------------------------|---|---|
| South Marine Plan Areas | Aggregates (S-AGG-1) | Ports & Shipping (S-PS-2, 3) |
| Oil & Gas (S-OG-1) | Aggregate application areas | IMO routing systems |
| Subsurface infrastructure | MMO licensed aggregate dredging areas | Vessel transit within IMO routing systems |
| Surface Infrastructure | Aggregate exploration and option agreements (S-AGG-2) | High density navigation routes |
| Round 28 Licence Blocks Offered | Defence (S-DEF-1) | |
| Current Hydrocarbon Licence Blocks | Military Practice Areas | |



Figure 3: Existing use policy count

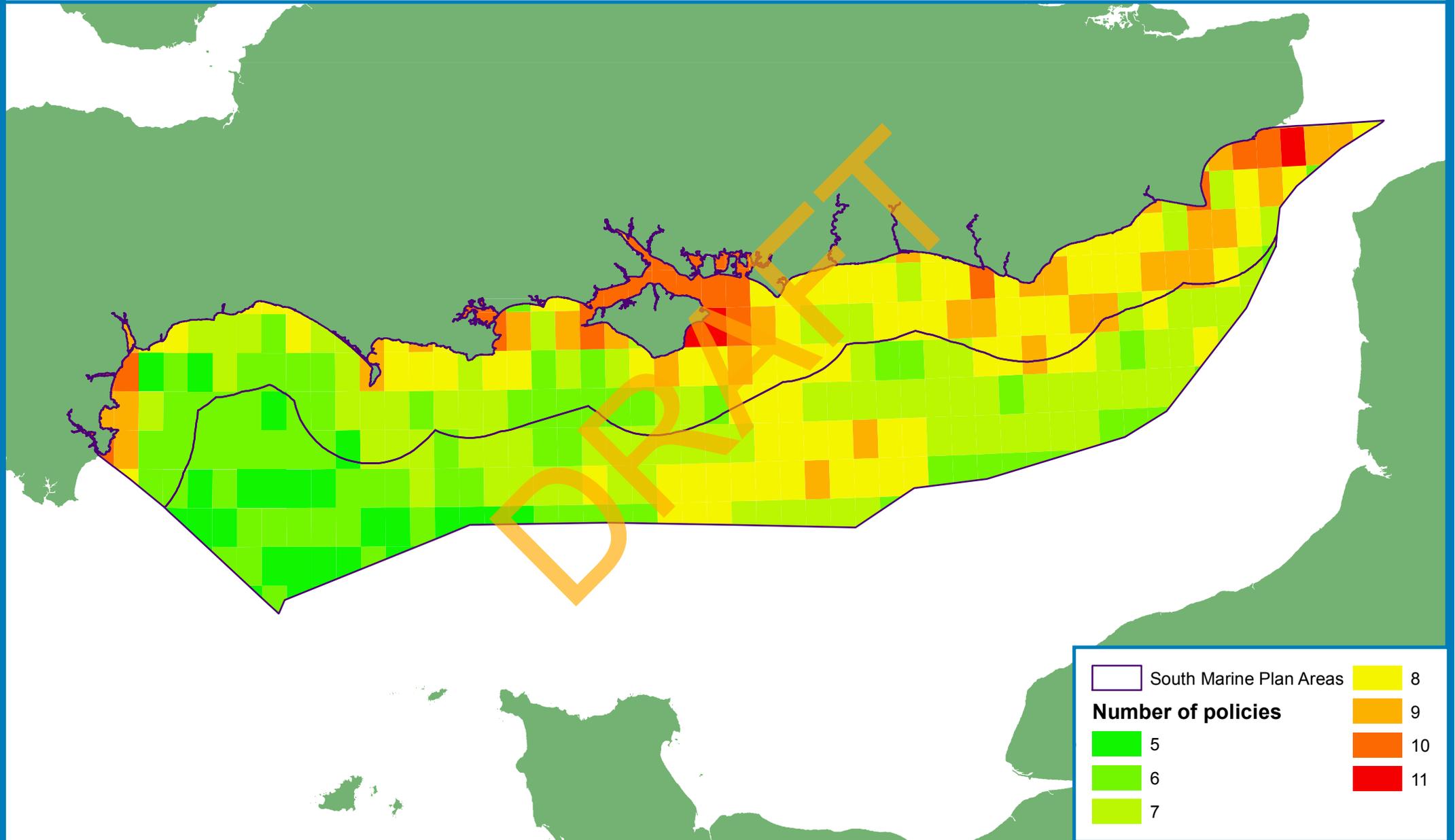
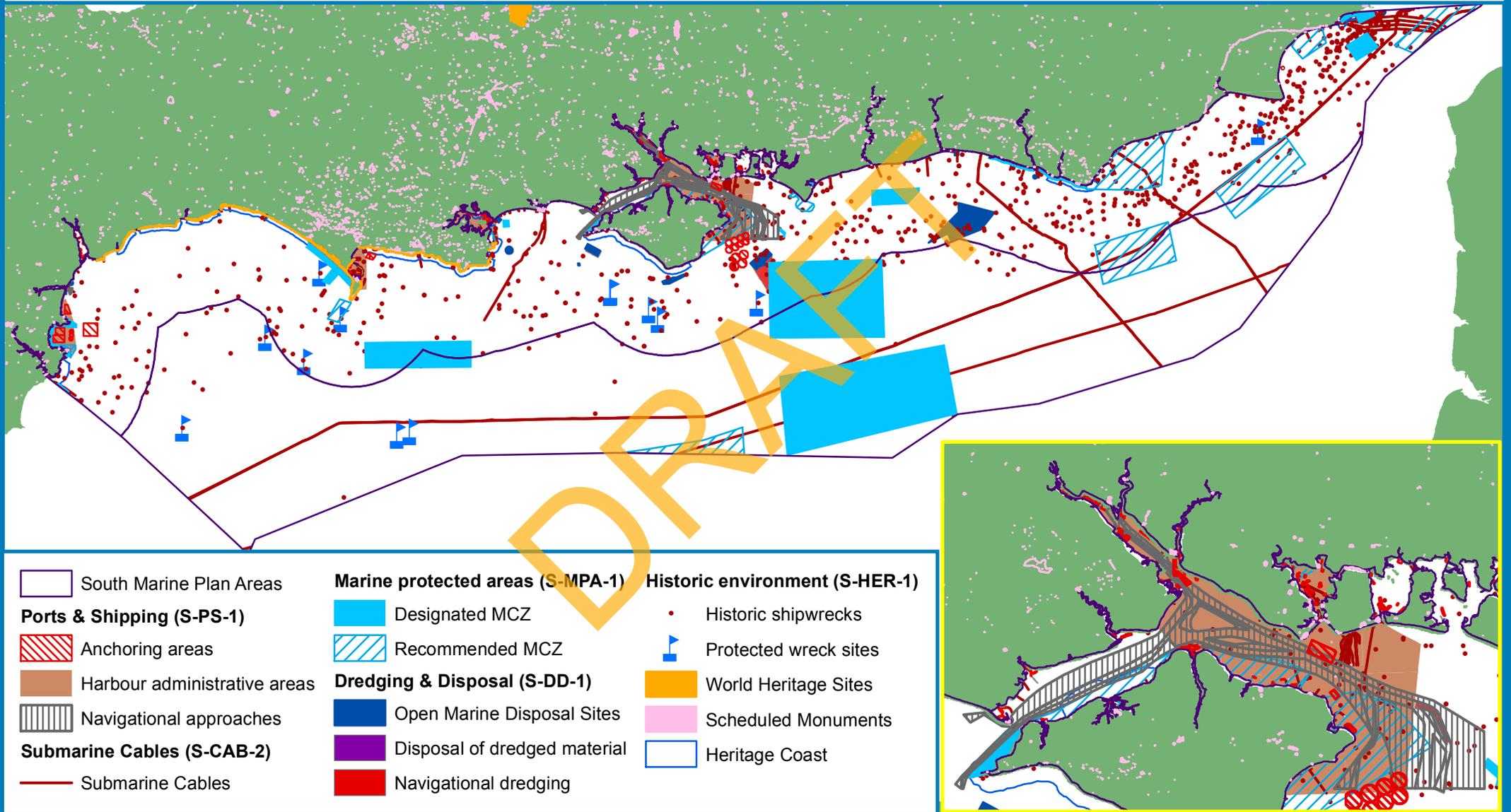




Figure 4: Spatially defined existing use policies

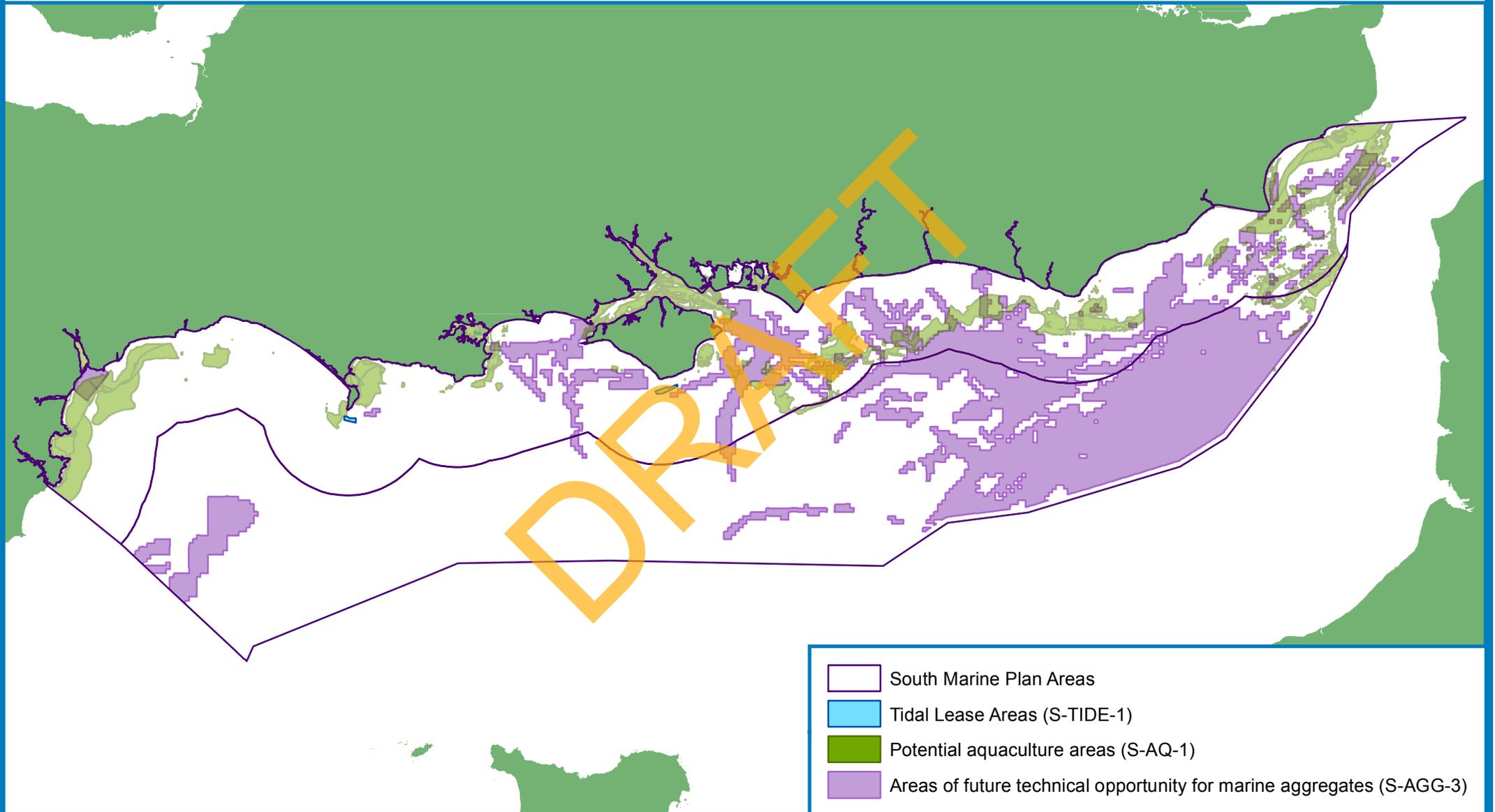


Map produced in ETRS89 UTM 30N. Not for Navigation. Contains public sector information licensed under the Open Government Licence v3.0. Maritime Boundaries Geodatabase, version 8. Available online at <http://www.marineregions.org/>. Consulted on 2014-09-23. This data is © Crown copyright DIO 2011 and may not be copied or reproduced in any form, nor added to or otherwise altered in any way without the written permission of Geospatial Services. © British Crown Copyright. All rights reserved. Permission number Defra 012012.003. © 2015 National Grid. All rights reserved. © 2015 Seafish



Figure 5: Potential future use policies

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3.4 Pre-application

36. Early engagement between applicants, agents, third parties and public authorities is encouraged. Pre-application engagement can help remove uncertainty, support efficient decision-making and reduce the resources required. Pre-application engagement is likely to be most beneficial in larger or more complex proposals.
37. Consideration of the South Marine Plan and its technical annex, alongside the [Marine Policy Statement](#) is recommended at the earliest stage. The South Marine Plan will help:
- assess the viability of a proposal, helping to identify the best locations and discount those that are unviable, saving time and money
 - identify other activities and developments that may influence or be influenced by a proposal
 - identify relevant parties for discussions or consultation such as potential partners in the case of co-locating/co-existing activities
 - ensure the appropriateness of the information to be provided and inform the level of assessment to be undertaken,
 - identify policies relevant to the proposal, how they apply and contributions made to the achievement of the plans vision and objectives
38. During pre-application public authorities should:
- encourage applicants to use the South Marine Plan and [Marine Policy Statement](#) to understand and demonstrate how the proposal contributes to the South Marine Plan's vision and objectives
 - encourage use and submission of any evidence¹⁷ used to demonstrate how relevant policies have been met within the proposal. This should be proportionate to the scale, complexity and potential impact of the proposal. This could include evidence of discussions/consultation with appropriate parties such as Marine Management Organisation, The Crown Estate, Department for Business, Energy and Industrial Strategy, Ministry Of Defence
 - encourage explanation as to why the proposal should proceed in the event of conflict with the South Marine Plan.

3.5 Proposal development and design

39. The South Marine Plan assists in proposal development and design, including refining the preferred proposal location. Policies may provide support for your specific sector, and can also help to identify potential challenges and offer direction as how to address them, for example through negotiation and consultation.

3.6 Proposal submission and determination

40. The minimum requirements a proposal should include are:
- the proposal location
 - what is proposed
 - when and how it is to be undertaken (methodology, materials etc)
 - why the proposal is being undertaken

¹⁷ Marine and Coastal Access Act (2009) Part 4 Section 67, paragraphs 4 and 5

- how this contributes to the achievement of the South Marine Plan vision, objectives and policies (and/or the [Marine Policy Statement](#) where appropriate).
- reference to any relevant assessments such as Habitats Regulations Assessments, Environmental Impact Assessments (as appropriate) to help demonstrate how the proposal addresses plan policies.

41. Public authorities should:

- assess the proposal's contributions to the achievement of the South Marine Plan vision, objectives and policies
- evidence how the proposal and decision taken address the South Marine Plan in support of compliance with the [Marine and Coastal Access Act](#) (section 58). For example, through data recording systems used as part of the public authorities own processes to illustrate relevant policies and case officer assessments.

3.7 Further material and guidance

42. The following additional plan-related material may be useful in providing wider context to marine plans and marine planning:

- [Marine planning evidence base](#) - a central part of marine plan development and can be used to view and appraise the marine planning evidence used for marine planning, including an online comment function
- **evidence reports** - [marine evidence and data](#) required for the work of the Marine Management Organisation, including marine planning, are systematically acquired and managed. The Marine Management Organisation ensures that data and evidence are publicly available where possible and interpreted to a high standard for use in its decision making.
- **core development documents** - a [chronological list of documents](#) produced in developing the South Marine Plan including research project reports, reports on key stages of the planning process and the [South Plan Analytical Report](#)
- **assessments** of the adopted South Marine Plan including the Sustainability appraisal, Habitats Regulations assessment and Analysis of Business Impact

4. Monitoring, review and reporting

43. The South Monitoring Plan describes how the South Marine Plan will be monitored, including a technical annex which sets out indicator descriptions, including quality assurance undertaken.
44. The South Monitoring Plan technical annex includes detail on the approach adopted by the Marine Management Organisation, informed by the [Government's Magenta Book](#), recommendations made in the Sustainability Appraisal, Habitats Regulations Assessment and Analysis of Business Impact. It also includes an evaluation of the effectiveness of plan monitoring to date.
45. Monitoring and periodical reporting on the implementation of the marine plans is a legal requirement under the [Marine and Coastal Access Act](#) (section 61). At intervals not more than three years after each marine plan is adopted there is a duty to report on:
- the effects of policies in the marine plan
 - the effectiveness of those policies in securing plan objectives and
 - the progress towards achieving any objectives set out for that region in a marine plan and the [Marine Policy Statement](#)
46. Once prepared these reports will be laid before Parliament on behalf of the Secretary of State by the Department for Environment, Food and Rural Affairs'. After the report is published the Secretary of State must decide whether or not to amend or replace the marine plan.